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markable number of agencies concerned with the welfare of the employees and their families, not only compulsory governmental activities, but voluntary organizations initiated either by company or by the workers. These embrace insurance against sickness, old age, disability, accidents and death, a pension system, emergency relief, loan funds, vacation camps, a building association, and similar institutions.

The book contains a bibliography and index and a statistical appendix covering important financial and traffic data for the period 1872-1909.

H. G. FRIEDMAN.

*New York City.*

#### NEW BOOKS

BRIGHT, C. *Imperial telegraphic communication.* (London: King. 1911. 3s. 3d.)

Describes the various systems of cable communication, and in the appendix gives a table of rates. Author advocates uniform and lower rates in the interest of imperial unity and trade.

CAMPAGNAC, C. *Le port de Cette. Son rôle économique, son avenir.* Preface by B. Nogaro. (Montpellier: Coulet et fils. Pp. 264. 5 fr.)

ESCH, R. *Über den Einfluss der Geschwindigkeit der Beförderung auf die Selbstkosten der Eisenbahnen.* (Jena: Fischer. 1911. 3 m.)

A technical and economic study based on the experience of the State railways of Prussia and Hesse.

HARTNELL, F. S. *All about railways.* (New York: Cassell & Co. 1911. \$1.50.)

HOWELLS, C. S. *Transport facilities. In the mining and industrial districts of South Wales and Monmouthshire.* Publications of the Department of Economics and Political Science in the University College of South Wales and Monmouthshire. Edited by H. STANLEY JEVONS. (London: P. S. King & Son. 1911. 2s.)

Contents: the South Wales coalfield; contour of the country and its effect on transportation; routes in relation to surface features; canals; railways; seaports; The Taff Vale fusion scheme.

HUART, A. *Les ports de commerce français.* Préface by M. DANIEL BELLET. (Paris: Berger-Levrault. 1911. Pp. xxi, 240. 2.50 fr.)

LAPORTE, P. *Etude sur les causes de l'infériorité des ports de commerce français.* (Paris: R. Chapelot. 1911. Pp. 65.)

ROSCHER, M. *Die Kabel des Weltverkehrs, hauptsächlich in volkswirtschaftlicher Hinsicht dargestellt.* (Berlin: Puttkammer & Mühlbrecht. 1911. Pp. x, 240, map. 6.60 m.)

WEBB, L. *The development of the telephone in Europe.* (London: The Electrical Press. 1910. 1s.)

A severe criticism of government management of the telegraph in England.

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*Comparative analysis of railroad reports for the fiscal year ended June 30, 1910.* (New York: H. H. Copeland & Son. 1911. 10 charts.)

Based on analysis of the reports of railways and those made by the Interstate Commerce Commission, in order to bring them into harmony.

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*Die Verwaltung der öffentlichen Arbeiten in Preussen 1900 bis 1910.* (Berlin: Julius Springer. 1911. Pp. 370; 23 illus. and 42 tables; maps.)

Reviews briefly the administration of the Prussian Department of Public Works, covering railways, canal and river improvement, harbor construction, shore protection, building work, etc. It is accompanied by maps of the Prussian-Hessian State Railways, and navigable waterways in Prussia and adjoining territory.

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*Holland Land Company and the Erie canal.* (Buffalo: Buffalo Historical Society. 1910.)

Includes paper by Dr. Matthews of Vassar College on "The Erie Canal and the settlement of the West," presented at the meeting of the American Historical Association

## Trade, Commerce, and Commercial Crises

*The Commercial Power of Congress Considered in the Light of its Origin. An Essay in Constitutional History.* By DAVID WALTER BROWN. (New York: G. P. Putnam's Sons. 1910. Pp. ix, 284.)

The energetic activities of the Roosevelt administration inspired deep research of the authorities and precedents involving the ultimate powers of the federal government. While each side of the controversy thus precipitated claims a measure of satisfaction in the results, the country has benefitted by the flood of light thus turned upon these problems so vital to the success or failure of our institutions. The volume under consideration deals with the federal power to regulate commerce delegated to Congress by the Constitution. It is an historical argument for a broad interpretation of the grant of power, and employs with telling effect examples of the exercise of that power. The non-importation and embargo laws of the early years of the Constitution, the construction of highways of interstate commerce, the laying of protective duties and the incorporation of the United States bank are fully developed as